

CLEANINGS BY THE WAY.

I feel sure that no one who intends patronising Mr. Ward's musical evening to-morrow will go away disappointed. The cantata is a grand work, and Mr. Ward has got together a choir that will do it justice. Good voices have been found for the solos in the persons of Mrs. Lawson, Miss Murray Bain, Mr. G. P. Lamont, Mr. E. Miron, and Mr. R. Crispin. The band of the Royal Welch Fusiliers will be in attendance. Mr. Ward will conduct, with Mr. G. Grimbale at the organ. All should fall in love with the "Daughter of Jarius."

Some members of the Dallas and Musgrave theatrical company have left Hongkong for Shanghai, and the remainder leave on Wednesday. It is arranged, I believe, for the Company to remain in Shanghai for three weeks and then proceed to Japan. The last piece performed here was the "Sign of the Cross," but it was not played so well as when it was first staged. Unfortunately the band conductor, Mr. Vallance, was indisposed, and sometimes the music was at fault. When the curtain dropped on the piece, it was raised again and Mr. Dallas thanked the audience for the patronage shown to the Company during its stay, and said he hoped to be back again in July. He was vociferously applauded except by one or two, who showed their ill-manners by hissing; what it was for it is hard to imagine.

While the theatrical company has been here, the members have played a billiard handicap, 200 up. Mr. Vallance, who was considered the crack player, was knocked out in the first heat; he was out nearly lame. There were two other crack players, especially the one between Messrs. Musgrave and Munro. The successful gentleman was Mr. Dallas, who beat Mr. Munro by close of thirty points.

I mentioned last week that Mr. F. Kene was promoted from Japan to the management of the South China Branch of the Equitable Assurance Society. I notice he has started in the right way by immediately advertising in the columns of the *Telegraph*. Mr. Kene emulates the first of these two individuals—

The man who does not advertise.

The contest for the billiard championship has been fought and won by the unconquerable Roberts, who has held the sway for over thirteen years. Dawson made a plucky bid and upto nearly half the game had a decided advantage, but the veteran gradually drew up and won the game by 134 points. Try again, Dawson; you are improving all the time, and ere long will have the satisfaction of winning.

The London *Times* claims the distinction of being the first paper to contain the first message transmitted by means of the new invention of wireless telegraphy. The *Times* was also the first paper printed on a machine driven by steam. I forget the exact date on which the paper was printed in this manner; perhaps one of my readers could supply it.

Under Rugby rules Ireland has won the championship. For Ireland beating Wales 10 to 0, after a hard-fought game, at Cardiff on March 18th. Under Association rules Scotland beat Wales at Wrexham by six goals to nothing.

THE LEAGUE CHAMPIONSHIP.

Aston Villa by drawing with Blackburn Rovers have again taken the lead in the competition, although only on their goal average. There is every prospect of a very keen contest for the championship honours, and with Liverpool playing very well just now, Aston Villa will have to fight very hard to secure a position which a few weeks ago seemed so certainly theirs. There is still a chance of the Villa and also Liverpool being knocked out, for Everton and Burnley are running close. Below is the table as it stood on March 20th—

Club	Played	Won	Drawn	Lost	For	Against	Points
Aston Villa	26	15	5	6	52	38	35
Blackburn Rovers	26	14	8	4	48	32	34
Sheff. United	26	14	7	5	42	31	33
Derby County	26	13	7	6	44	34	32
Nottingham Forest	26	13	6	7	40	32	31
Sheff. Wednesday	26	12	8	6	38	30	30
Nottingham Forest	26	11	6	9	36	32	28
West Bromwich Alb.	26	11	6	9	35	31	28
Derby County	26	11	5	10	34	32	27
Sheff. United	26	10	11	10	36	37	26
Nottingham Forest	26	10	7	9	32	32	25
Sheff. Wednesday	26	9	12	5	30	28	24
Derby County	26	8	12	6	30	34	23
Nottingham Forest	26	8	11	7	32	34	22
Sheff. Wednesday	26	7	13	6	28	32	21
Derby County	26	7	11	8	28	32	20

In a paragraph of *Titbitson's* newspaper literature, says that about eighteen years ago a North American Indian named Johnson Chavany, a son of the chief of one of the tribes, ran a mile in 3 minutes 58 seconds. This certainly was taking in with a pinch of salt. I don't think it at all possible for any man breathing to run the distance in such time, especially over a prairie where the way was obstructed by patches of sage-bush. There were two watches used which varied at the finish by 14 secs. I wonder what kind of watches they were.

On the 18th March, Reuter wires, Lord Hawke took his cricketing eleven from Cape Town to Matiesfontein to play a local team, but while on the way the train came into collision with a goods train. Trost and Milligan were slightly injured, but were not prevented from playing in the match. The Colonials went in first and made 223. Trost took seven wickets for 69 runs. Bromley, Davison and one for 76. Milligan one for 14, and Tydesley one for 22. Wilson had 15 runs hit from his bowling. Mitchell six, Lord Hawke five, and Warner seven.

GLENER.

PLAGUE ON THE "GALIC."

The *Galic* arrived at Woosung yesterday morning, says the *N. C. D. News*, 19th inst., and at about nine o'clock the passengers were preparing to embark on the tug-boat for Shanghai when they were ordered back and informed they must await inspection by the Medical Officer, under the new Regulations of the Customs. Hongkong an infected port. Soon after noon the Doctor arrived to report and, upon signing a written undertaking to report the state of their health for the next ten days, the Shanghai passengers were permitted to leave the ship, which they did at about three o'clock, but the passengers in transit were not allowed to leave the steamer, much to their disappointment. A Chinese passenger died of plague on the way from Hongkong, and was buried at sea on the 17th inst.

ROYAL HONGKONG YACHT CLUB.

ELEVENTH CLUB RACE.

This race was sailed on Saturday the 15th April, in a strong east wind. The course was from the usual starting line off the Police Pier at Kowloon Point, round Channel Rocks, Meyer's buoy and Kowloon Rock, leaving all to starboard, about 6 miles, starts 2.15 and 2.30. The following boats competed—

A class 4, 5, 6, 8, 9
B class 10, 11, 12.
About three minutes before the start *Erica* had the misfortune to have her peak halyards carry away and did not get across the line until 8 minutes after the starting gun. All the boats were reefed and had a wet time being up to Channel Rocks. The *Phoebe* tied up her last reef and was far behind from the start. The *Maia* showed a clean pair of heels to everything and appeared quite in her old form. *Donito* was second at the Channel Rocks and *Chanticleer* third. The last named shook out a reef just before rounding the rocks and then closed up and passed the *Donito*, but in negotiating Meyer's buoy the latter again got into second place. After reaching to Kowloon Rock and back to Kowloon Point *Chanticleer* again passed *Donito* and a quick race finished as follows—

Maia 3 48 19 First
Chanticleer 3 59 33 Second
Donito 3 51 30 Third
Erica 3 56 17
Phoebe 4 6 29
The *Ladybird* and *Pagan* had a very close race all through but the former's running powers were too much for the *Pagan* and the 3 boats finished as follows—

Ladybird 4 10 51 First
Pagan 4 12 51 Second
Dart 4 16 51 Third

LI HUNG-CHANG AND THE YELLOW RIVER.

It is currently reported that the Empress Dowager has given her consent to Li Hung-chang's oft-repeated request to be allowed to retire into private life. Li has scored a point over his report on the Yellow River and the scheme for dealing with that terrible waterway, which is the work of M. Rouffier, the clever Belgian engineer, who accompanied him in his recent tour through Shantung and Southern Chihli. This report roughly estimates the cost of the suggested permanent works on the river, at a trifle less than 40,000,000, which is Li's idea. Russian and French financiers would like to provide. An edict has been issued on the subject by the Empress Dowager, which says that she has received the report on the subject and the six boards upon the report on the subject submitted by Li Hung-chang, Jen Tsung-yung (Director General of the Yellow River) and Chang Ju-wei, Governor of Shantung. The edict proceeds to say that the report of the Council is favourable to the suggestions made by the three officials named and that Prince Li especially advises that the projects recommended should be carried out, with the least possible delay and that the funds necessary for the performance of the work should be raised by raising a special tribute levied on the river, especially in Shantung, and be prevented. Certain temporary works recommended by Li should be put in hand at once, while measures for dealing with the whole project on a larger and more permanent scale are being prepared, and the Board of Revenue is commanded to raise the necessary funds forthwith. *China Gazette*.

THE FRENCH COMMERCIAL MISSION TO CHINA.

The report of the mission sent to China about two years ago by the commercial boards of Lyons, Marseilles, Bordeaux, Lille, Roubaix and Boulogne, has been published by Messrs. A. Rey & Co., of Lyons. The report is a large quarto volume, comprising 990 pages, with 9 coloured maps and 192 illustrations. It will be remembered that the *Kobe Herald*, which the mission consisted of twelve members, Consul Rocher being President and Mr. H. Brenier, Secretary. The mission landed in Tientsin and proceeded by unknown routes to South China, thence to the Yangtze valley, from which the members made their way to Peking and Hongkong. The first volume is taken up with a description of the voyage. The second volume contains the commercial statements and reports, and the third and last volume the comments and conclusions of the members.

The report states that China's commerce lies mostly in the hands of England. When Mr. George Curzon, now Lord Curzon and Viceroy of India, announced in the House of Commons that British trade with the Middle Kingdom represented 82 per cent. of the entire volume he was not far out, but it is open to question whether his hearers realized that the figures covered goods in transit between Chinese ports and which were only included because they happened to be transhipped at Hongkong. The report brings this fact out very clearly. Hongkong is essentially a transit harbour, which receives vast quantities of goods for shipment to various Chinese harbours in the North. The English statistics also include American and other goods (for instance, raw merchandise and products from the Sundra Islands, Indo-China, the Philippines, etc.) The American trade alone is said to have reached the amount of 1863 million francs. There are now 32 American commercial houses in China and 523 citizens. As regards German trade the Commission finds that it has increased by seventy per cent. within four years. German exports to China are double the amount of Chinese exports to Germany. The number of German business houses in China in the year 1897 was 104, in 1898 it was 178. Germany comes next to England, but before Japan. The Commission have made a careful analysis of the trade of Austria-Hungary, Italy, Belgium and finally of France, and in comparing the figures of the Imperial Maritime Customs with the Customs statistics of other countries, the conclusion is drawn that at the United States, Germany and France should be credited with fully 228 million francs of the 600 million francs at which the trade of Hongkong is assessed. The final conclusion reached is that the gross value of the trade between England and China is not so great as has been generally believed and that the position of the British trader in China has already been seriously challenged. It is pointed out that these points are brought out not with any feeling of envy but in order to encourage those who may have thought that the commercial position of England was unassailable. We note with regret that little or nothing is said on the question of maintaining an "open door" in China. Perhaps it was not to be expected. The Commission unhesitatingly admit that in regard to the sea-borne carrying trade, England leads easily. Two years ago the China coasting trade was divided approximately as follows: 65 per cent. under the English flag, 23 under the Chinese flag, 5 under the German flag, 3 under the Japanese flag, 2 under the Norwegian flag, and three per cent. under the French and American flags. There were then 84 British commercial houses in China, with about 600 British residents. It was estimated at that time that there were 16,000 foreigners in the huge empire.

SHANGHAI QUARANTINE REGULATIONS.

We publish the following for the information of the public:

CUSTOMS NOTIFICATION.
I have been requested to circulate for the information of shipping firms the following "Sanitary Regulations for Port of Shanghai."

H. M. HILLIER,
Commissioner of Customs,
for Kowloon and District.
Custom House,
Kowloon, 21st April, 1899.

HARBOUR NOTIFICATION.

No. 1 of 1899.

Notice is hereby given that, in accordance with Regulation 1 of the Sanitary Regulations for the Port of Shanghai of 1874, the Superintendent of Customs and the Deyen of the Consular Body, having declared Hongkong and the Formosa Ports to be infected, and with a view to preventing the importation of Plague into Shanghai, the following Regulations will be strictly enforced from the 22nd April, 1899.

General Rules: The Sanitary Regulations for the Port of Shanghai as published in July 1874 remain in force, owing to the establishment of the Chung Pao Sha Sanitary Station, the following Special Provisional Rules will obtain:

1.—Special Provisional Rules:
(a) Every vessel which arrives at Chung Pao Sha (Tsung Pao Sha) and has on board or which has had on board within ten days of arrival a case of plague or a case that might reasonably be suspected of being so affected, or the dead body of a person who had or who might reasonably be suspected, is an infected vessel.
(b) Every vessel, which arrives at Chung Pao Sha from an infected port within ten days from her departure from such port and whether having called at intermediate or not, is a suspected vessel.
(c) Every vessel bound to Woosung, Shanghai or to any of the Yangtze River Ports, which on arrival at Chung Pao Sha is an infected or suspected vessel, shall anchor in the neighbourhood of the Sanitary Station.

2.—Infected and Suspected Vessels shall on arrival at Chung Pao Sha be hoisted the Yellow flag at the fore.

3.—No person shall be allowed to go on board or to leave an infected or suspected vessel without the sanction of the Port Health Officer, nor shall such vessel be allowed to discharge cargo, baggage, etc.

4.—The Port Health Officer will inspect vessels, between the hours of 6 a.m. and 6 p.m. as soon as practicable after their arrival.

5.—In the case of infected vessels, measures will be taken under the direction of the Port Health Officer, for the removal and isolation of all infected and suspected persons, for the removal of all infected bodies and for the disinfection of the vessel; and the vessel shall not be released from quarantine until such disinfection has taken place and until she has been in quarantine for a period not exceeding ten days from the date of the removal of the last infected case.

6.—In the case of suspected vessels, should there be no case or suspicious case of infection found during inspection, such vessel shall be admitted to immediate pratique, should there be a suspicious case, the vessel becomes an infected vessel.

7.—Vessels, admitted to pratique, and subsequently becoming, in the port of Woosung or Shanghai, infected or suspected, will be required to proceed to the Chung Pao Sha Sanitary Station.

8.—The importation of the following articles from infected ports is prohibited:
Rags, old papers, fresh fruit, vegetables, and products of any kind to which earth or vegetable mould adheres, coffins containing corpses, and earth, mould, or sand.

W. F. FERD. TYLER,
Acting Harbour Master.

Approved:
L. S. ROCHER,
Commissioner of Customs,
Custom House,
Shanghai, 15th April, 1899.

MR. W. KESWICK, M.P., ON THE CHINA QUESTION.

Mr. W. Keswick, M.P., took part in the debate on the China question in the House of Commons on the 20th March. Speaking as one who was familiar with China, he said that there were many erroneous impressions as to the extent of the concessions we enjoyed by reference to Weihaiwei. It did not appear that the agreement stated there should not be a railway from Shantung, and with regard to the French concession for a Yunnan railway, the giving of land by the Chinese Government was the usual form of such concessions. Our withdrawal from Port Arthur was a matter for regret but the mistake being discovered, the best remedy was applied. With personal knowledge of that part of China, he would say that, with the choice open of Port Arthur or Weihaiwei, we should do wisely in pointing to the latter. Its position on the coast of the province of Shantung, adapted for a naval station which could be made a stronghold able to defy the fleets of the world. (Hear, hear.) With regard to the sphere of interest or influence in the Yangtze Valley, the whole subject came back to the fact that China was unable to take care of herself. It was no use bolstering up or attempting to maintain a Government which would not be maintained. Its corruption, its weakness, its childishness—almost imbecility of its rulers must inevitably lead to those spheres of interest becoming spheres of annexation. (Opposition cheers.) As to the treaty-ports with which Great Britain had had intercourse they were opened—and it was through her influence they were acquired—we should endeavour, at all hazards almost, to see that the privileges we enjoyed should never be alienated. (Hear, hear.) He did not for a moment imagine that this country was to stand up and maintain her position in China to the exclusion of other nations. That was not possible. Therefore what was practical had to be considered, not what was chimera and impossible. What was practical was the maintenance of the Yangtze Valley and the Hinterland of that district, the wealthiest part and the garden of the country, as a sphere of influence until we met our own dominion in India. He saw in that day's newspaper a telegram that the Belgians wanted a concession at Hankow. That was in our sphere of influence on the Yangtze, and every concession granted to another Power, when we looked forward to what was inevitable—that it should be our territory—would be a thorn in the side of the position we desired. That position should be acquired by England and the right given to Belgium. There should be no concession whatever allowed to any foreign nation within that sphere, which was exclusively and ought to remain, our own. He should regard it as impossible that we should ever be deprived of that priority of position and interest in everything connected with China which we had bought dearly with blood and treasure. (Cheers.)

PRINCE AND PRINCESS HENRY.

T.R.H. Prince and Princess Henry of Prussia, Dr. and Mrs. Knapp, Count Hahn, Baroness von Platen, Baron von Witzleben, and Dr. Reich of S.M.S. *Deutschland*, returned at 9.30 yesterday morning to Shanghai, says the *N. C. D. News* of 20th inst., having had a most enjoyable picnic. The Settlement was left on Saturday morning last, the party proceeding in three well-appointed house boats partly under sail and, when the wind failed or headed, in tow of a steam launch to Hangchow. At Kashing they were met by Mr. T. Macphail who showed them every attention. On leaving the latter place they learnt that some days previously the bridge at Sunda had collapsed and was blocking the waterway, consequently a *détour* had to be made by striking north to a village half-way to Soochow and then navigating the creeks to Hangchow. Here they were met by the Commissioner of Customs, Mr. P. H. King and, leaving their boats, were escorted by him to the various places of interest, the most beautiful being Pagoda Hill, to which the ladies were carried in chairs and the gentlemen on horseback. From the hill a lovely view of West Lake and of the surrounding country which was at its best, was obtained. The first day the weather was all that could be desired but on arriving at Hangchow lowering rain clouds hung overhead. On returning to the city Dr. Knapp was somewhat led astray and, not knowing Chinese, found himself in a somewhat awkward predicament, however, he eventually regained the city, and on going to a famous old Chinese medicine shop, there found the remainder of the party anxiously awaiting him. Here they visited several of the old temples, but the rain, which through the day had been threatening, came down in torrents, and for two hours a perfect deluge was encountered, which somewhat marred the proceedings compelling the excursionists to keep under cover. That night they left for Soochow which they reached the following day (Tuesday). In Soochow the city temple and the various pagodas were visited, and after a number of souvenirs had been purchased, the boats were again sought, and at 8 o'clock that evening tracks were made for home.

NAVAL AND MILITARY NOTES.

(From Home Papers.)

Mr. R. J. Hall, assistant naval store officer at Portsmouth, has been appointed to a similar position at Hongkong.

The following appointments have been made at the Admiralty:—Engineers: J. W. Ham, to the *Barfleur* for the *Fame*, and A. S. Crisp, to the *Centurion* for the *Whiting*, to date January 7th. P. Hobbs, to the *Tamar* for the *Handy*, undated, and W. R. Davis, to the *Tamar* for the *Hurt*, to date February 21st.

Captain Shimazaki, of the Japanese first-class armoured cruiser *Asama*, paid official visits to the heads of the naval and military establishments at Devonport on 22nd ult. On 23rd some of the officers were conducted over Devonport Dockyard and—Keyham—Steam Dockyard, and by permission of the Admiralty will visit the Gunery School, Cambridge and the Torpedo School Ship *Defiance*.

"Punjabi" writes:—"During the discussion on the Army Estimates, a suggestion was made to add to the Chinese (4th) Regiment at Hongkong from the inhabitants of that colony. Presumably the regiment referred to is the Hongkong Regiment. I am sure the innovation would be gladly welcomed by that regiment, officers and men alike, and there would be presented the beautiful picture of the proud Pathan and burly Punjabi fighting shoulder to shoulder with John Chinaman, united by the bonds of *esprit de corps* and *bonne camaraderie*. It would give scope, too, to the designers of fancy uniforms. But perhaps the suggestion was made in ignorance of the fact that this regiment is not composed of Chinamen, but, I believe, of a few classes of the Mussulman inhabitants of the Punjab and its frontier."

It is currently rumoured that Vice-Admiral G. G. Fane will succeed Admiral Sir C. H. Ham, K.C.B., as Commander-in-Chief at the North. Vice-Admiral Fane was formerly Admiral Superintendent at Portsmouth, and has rather more than three years to serve before coming under the compulsory retirement clause. In the event of his appointment, it is probable that Captain J. L. Hammett, at present in command of the Fleet Reserve at Portsmouth, will succeed Captain Sir C. H. Ham, K.C.B., as Superintendent of Sheerness Dockyard when Captain Bickford attains flag rank. Mention was recently made of the probability that Admiral Sir H. Fairfax, K.C.B., will succeed Admiral the Hon. Sir E. R. Fremantle, K.C.B., C.M.G., in the Devonport command when the latter officer retires from the post in June next.

One of the latest of the "Commerce Destroyers" which Russia is building is the *Pallada*, now nearing completion at the Russian shipbuilding yard on Galerni Island, near St. Petersburg. She will have, when completed, a displacement of 6,500 tons, and has a length of 600 ft., with a beam of 55 ft. She is expected to reach a speed of 19 knots, which, by the way, seems hardly sufficient either to overhaul any of our ocean greyhounds or to escape the pressing attentions of our commerce-protecting cruisers should she ever attempt the *role* for which she is designed. For protection, she principally depends on an armoured deck, having a thickness of 2 1/2 in. on the slopes. The coal bunkers are also arranged in such a manner as to assist in keeping out an enemy's projectiles, and in all probability she will have a very large number of machine-guns. The armament of the *Pallada* is somewhat remarkable on account of the great dependence evidently placed on a very small class of gun, the 12-pounder or 3-in. gun, of which we have a considerable number in our own navy in the auxiliary batteries of our later battleships and cruisers. But in this case they may be considered as the secondary armament of the Russian ship, as the only heavier gun she carries is a 6-in. quick-firer—not a very large number of heavy or medium guns for a ship of over 6,000 tons. The 12-pounders above referred to are twenty in number. In addition, the *Pallada* will have the usual amount of small rapid-fire and machine guns.

The Volunteer Fleet cruiser *Khetron* has left Odessa for Port Arthur, Ta-lien-wan, and Wladivostok with a similar amount of general cargo and war material to that carried by the *Yaroslavl*, which sailed a few weeks ago. The *Khetron* is also taking out a further party of "Military Guards" for the Manchurian railway. If the shipments of these military drafts continue to be made by every Volunteer Fleet steamer leaving this season, Russia will, by the end of the year, have succeeded in quietly planting something like a whole Army Corps in Manchurian territory.

The American naval officials have announced the results of the recent tests of the six-inch naval gun. They show that the American weapon is superior to the Armstrong guns bought last year with the cruiser *Orleans*, and possesses a higher power than anything of its class in use. A muzzle velocity of 3,000 feet per second was obtained against 2,600 feet for the Kewlick gun.

KOBÉ WATER WORKS.

The Municipal authorities here propose to float another Municipal loan to the amount of 1,500,000 yen to be used for an extension of the water works. An application for official sanction for the measure was forwarded on the 10th inst. by the Mayor, addressed to the Ministers of the Interior and Finance respectively. It is understood that foreigners as well as Japanese will be allowed to subscribe, as was the case with the Nagasaki city bonds. In the event of foreign holders of bonds leaving the country, payments of principal and interest will be made through the branches of the Yokohama Specie Bank abroad. The Finance Department, it is said, has the matter under consideration. *Kobe Herald*.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer 29.958
Thermometer 69.7
Humidity 86.0
Rainfall 7.58

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer 29.90 29.82
Thermometer 67 70
Humidity 86 92
Rainfall —

TO-MORROW.

Monday, 24th April, 1899.

Chinese—15th of 3rd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 6min.

Sets 5hr. 55min.

High water—Morning 7hr. 30min.

Afternoon 5hr. 21min.

Low water—Morning 1hr. 30min.

Afternoon 2hr. 18min.

ANNIVERSARIES.

1694—Bank of England founded.

1731—Daniel Defoe died.

1864—The Federal fleet took New Orleans.

1877—Russia declared war against Turkey.

1896—Defeat of the Mutabale at Bulawayo.

1897—Larissa evacuated by the Greeks.

TO-MORROW.

Tuesday, 25th April, 1899.

Chinese—16th of 3rd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 6min.

Sets 5hr. 55min.

High water—Morning 7hr. 30min.

Afternoon 5hr. 21min.

Low water—Morning 1hr. 30min.

Afternoon 2hr. 18min.

ANNIVERSARIES.

1839—The British troops entered Kandahar.

1871—Naval Court of Inquiry held at Hongkong into the mortality among the troops in China in 1840.

1843—Princess Alice born.

1880—Capture of the citadel of Hanoi, Tonkin, by the French.

1887—Departure of Sir William Marsh, Acting Governor of Hongkong.

1897—The Greeks evacuated Turnavos. Princess Victoria of York born.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Kulsang*) 26th inst.

English (*Paramatta*) 28th inst.

German (*Preussen*) 2nd prox.

Canadian (*Empress of Japan*) 8th prox.

American (*Nippon Maru*) 10th prox.

American (*City of Rio de Janeiro*) 18th prox.

THE P. & O. S. N. Co.'s steamer *Junila* from China, arrived in London yesterday afternoon, the 23rd inst.

THE N. P. S. S. Co.'s steamer *Monmouthshire*, has arrived at Kobe, and sailed for Hongkong on the 22nd inst.

THE N. P. S. S. Co.'s steamer *Tacoma*, has arrived at Yokohama from Tacoma, and sails for Kobe and Hongkong to-day, the 24th inst.

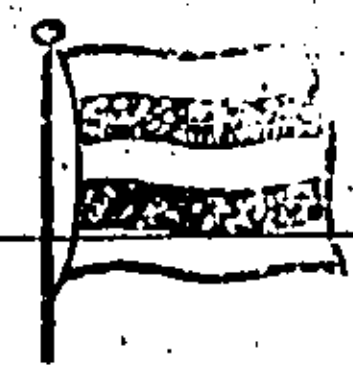
THE Imperial German Mail Liner *Prinz Heinrich*, left Shanghai for this port at 9 a.m. on the 22nd, and is expected here at 6 a.m. to-morrow, the 25th inst.

THE P. & O. S. N. Co.'s steamer *City of Rio de Janeiro* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th inst.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU A. E. Moses	(THURSDAY, ISLAND, TOWNS) ATLANTIC, BRISBANE, SYDNEY & MELBOURNE	Friday, 28th April, at 4 P.M.
KINSHU MARU W. Brady	(SEATTLE, WASH., U.S.A., VIA) Kobe, Yokohama, and Honoluli	Friday, 28th April, at 4 P.M.
TAMBA MARU J. W. Wale	(MARSEILLES, LONDON, and) ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	Thursday, 4th May, at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local-Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th April, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY
OF NEW YORK.THOMPSON AND BEDFORD DEPARTMENT
Have in Stock and are now offering for Sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Traction Cars and Railway Trains and for all uses where a highest degree of safety is required.

MINERAL WAX,
Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Every conservative

is naturally attracted to Scott's Emulsion. There is no other emulsion so well adapted for the system and giving flesh and strength. Its many uses in the treatment of all diseases of the system are due to its remarkable nourishing properties.

Scott's Emulsion

Is the most natural and most valuable food for the world for all phases of Throat and Lung Disease. It is a perfect emulsion, rich in oil, and gives flesh and strength. Its many uses in the treatment of all diseases of the system are due to its remarkable nourishing properties.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT RED HAND
COMPOSITION, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 14th May, 1896.

THE LEADING CATERERS.

COMPARE OUR

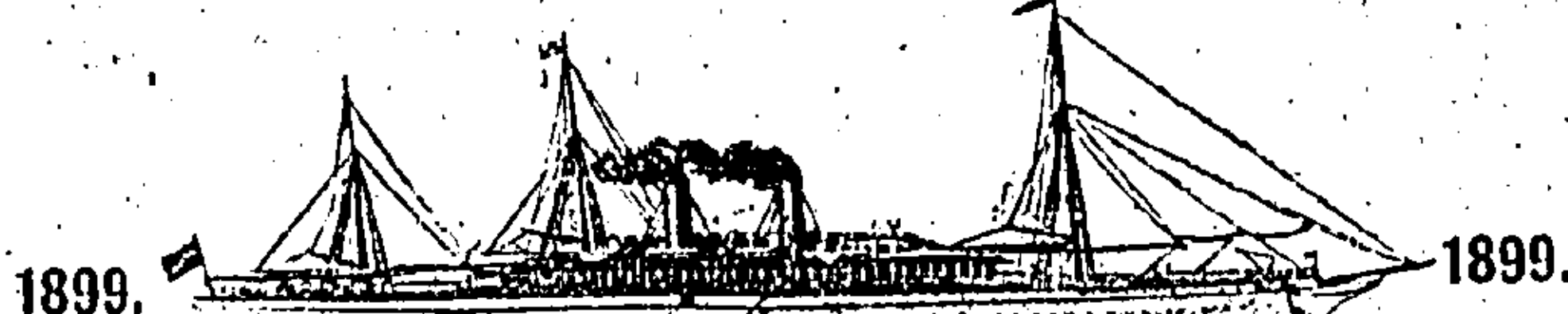
M. E. U. BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, ETC.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports, and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 3th April, 1899.

TOYO KISEN KAISHA.

NORTHERN PACIFIC

STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honoluli...Saturday, 20th May, at Noon.

AMERICA MARU...Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honoluli...Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

1310

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHOWANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines.

Ohnuma Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wgk Co., Shanghai.

Onoda Cement Company, Japan.

Kureguchi Cotton Spinning Mill, Japan.

The Miike Colliery Spinning Mill, Limited.

Tokyo Colliery Spinning Mill, Japan.

Hayashi Cigar Factory.

Hongkong, 11th December, 1896.

1310

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

PORTS, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALLAARAT"

Captain C. L. W. Field, carrying Her Majesty's

Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th instant,

at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and

Tea for London (under arrangement) will be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and

Value of all Packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1899.

1310

FOR SAN FRANCISCO.

THE "QUEEN MARGARET"

Fraser, Master, will lead for the above Port, and

will leave quick despatch.

For Freight, apply to

SHEWAN TOMES & CO.

Hongkong, 16th March, 1899.

1310

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAVOIA	HAVRE and HAMBURG.	About 2nd May.
HEIDELBERG	(LONDON with transhipment in HAMBURG.)	About 25th May.
Schneider	(LONDON with transhipment in HAMBURG.)	About 30th May.
KONIGSBERG	HAVRE and HAMBURG.	About 30th May.
Christiansen	(LONDON with transhipment in HAMBURG.)	May.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHAFON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Shanghai... 1,300... about... May 20
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Shanghai... 1,300... about... May 20

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

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OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
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MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

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VIA INLAND SEA OF JAPAN AND
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Taking Cargo and Passengers to Japan Ports
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

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